

ABSTRACT OF THE DISCLOSURE

A power train for construction machinery, preferably a wheel loader, has an internal combustion engine (1) which, via a primary clutch (2), drives a hydrodynamic torque converter (3) the output of which drives a reduction gear (4). The prime mover (1) communicates with a power take off (6) and drives a consumer (7). The prime mover (1) and the hydrodynamic torque converter are designed so that at the stall point and when the consumer (7) is not activated, the prime mover is operated close to its maximum torque. If the consumer (7) is additionally activated, the primary clutch (2) is actuated in opening direction until a defined rotational speed of the prime mover is retained.